2022

Description of Traffic Data Ecosystem: Vision, Goals and Governance Model

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1 Traffic Data Ecosystem ("Liikenteen Dataekosysteemi") –Vision and Goals

1.1 Vision

Traffic operators and players in Finland will join forces to create innovative data-use solutions and a fair and open digital operating environment within an open data ecosystem. This cooperation seeks to provide competitive and scalable traffic and mobility services for both Finnish and international markets – solutions that will enable safe, low-emission and user-oriented travel and transport chains that combine different modes of transport.

Traffic Data Ecosystem is, as the name implies, an open ecosystem. Open ecosystem is an operating model in which companies jointly create, by sharing data and producing services for each other, a value proposition for the customers of the network, which none of them could create alone. All network members get their fair share of the added value created for the customer.

The ecosystem is open to everyone and their operations are market-based and guided by shared data. The boundaries entering the ecosystem are low – there are no entry fees or strict entry criteria.[1]

For more information about the Traffic Data Ecosystem, please refer to ecosystem web pages at:

https://www.fintraffic.fi/en/trafficecosystem

1.2 Means – How we will achieve our vision

1. By inviting **all** operators to participate **equally** in the joint and **open** development of a Traffic data ecosystem.

2. By working towards **common objectives** and common action, by **sharing knowledge**, and by engaging in co-development to **increase the value** of the Finnish traffic market.

3. By **making more data available** – either with or without charge – in a mutually agreed format.

4. By making use of jointly developed **rules** and clear **working practices**.

5. By making it easier for different operators to work together with the aid of things such as common **data models**, jointly defined technical **interfaces**, and international **standards**.

6. By building **cooperation networks** that can market, sell and supply **interoperable** solutions to both **international** and **Finnish markets**.

7. By respecting current **legislation** under all circumstances, and particularly with regard to **privacy protection**, **trade secrets**, **competition law**, **data protection** and **data security**.

8. By leveraging **Fintraffic's unifying role** between all modes of transport in the creation of the data ecosystem, particularly in the creation of **market references** and key market-based services that are difficult to launch, and primarily as an **enabler** rather than a

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[1] https://www.sitra.fi/en/articles/open-ecosystems-a-new-way-to-create-value-for-customers-companies-and-partners/

creator of **services for end users**.

9. By **actively communicating** agreed measures, progress, and achievements; and by facilitating interaction between operators at all stages of the process

1.3 Desired Impact

Traffic Data Ecosystem will generate diverse and profound impact

1. **For society**, it will provide resource-wise transport system data that will enable us to reap the full benefits of data processing, and also act as a building block for a sustainable and competitive Finland. The ecosystem will also spawn new innovations, companies, and jobs.

For households, it will mean better-informed travellers and data-based services that provide genuine alternatives for safe, sustainable, affordable and smooth travel and logistics, in both rural and urban areas.

4. **For organisations that use services**, it will provide attractive and competitive service packages with lower emissions and lower costs.

5. **For companies that provide services**, easily accessible traffic data will accelerate the creation of new business, create new markets (including internationally), and facilitate cooperation and the formation of joint offerings in business networks.

6. **For logistics operators**, it will provide cost-effective and integrated logistics chains enabled by data sharing.

7. **For the public sector**, it will mean the opportunity to build higher quality and more efficient mobility and transport services that are more compatible with companies.

8. **For R&D operators**, widely available Traffic data will provide an internationally significant advantage in setting up research activities that accelerate service development and in implementing development environments that involve a number of actors.

9. **For the international community**, it will enable data-utilisation operating models and service packages tried and tested in Finland to be tailored to local needs or scaled up for a wider market.

1.4 Business approach for Traffic Data Ecosystem

Traffic Data ecosystem is an open ecosystem, which does not seek for profit. Individual players in the ecosystem can provide data and services in the ecosystem free of charge or for a fee, depending on their business needs. The detailed business rules for the data sets are described in respective data set descriptions and data sharing agreements.

1.5 Technical approach for Traffic Data Ecosystem

The technology architecture for Traffic Data Ecosystem is highly distributed. The required Application Programming Interfaces (APIs), authentication mechanisms and other technical details are described in respective data set descriptions, service descriptions etc.

2 Governance Model[2]

GENERAL PROVISIONS

The Traffic Data Ecosystem (later "Data Network") is established by the Constitutive Agreement, which is signed by the Members of the Network. This Appendix includes a description of the Governance Model of the Data Network.

The purpose of the Governance Model is to define the procedures and mandates for managing the Data Network and any related changes during the lifecycle of the Data Network.

The Constitutive Agreement refers to a List of Members that also sets out the Parties to the Constitutive Agreement and the contact details of their representatives. The List of Members must be updated upon the accession of new Parties and the termination of incumbent Parties as well as when any contact details are changed.
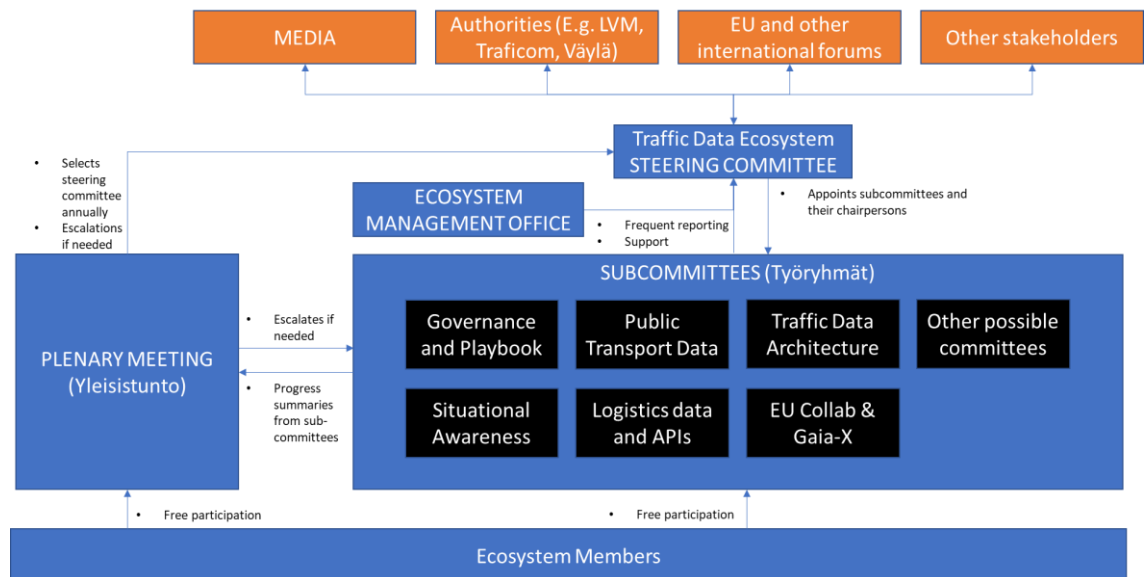

Figure 1. Traffic Data Ecosystem Governance Model.

STEERING GROUP ("OHJAUSRYHMÄ")

General

The Steering Group is the ultimate decision-making body of the Data Network. The purpose of the Steering Group is to facilitate collaboration between the Parties and organise the administration of the Network appropriately on a strategic level. The

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[2] **Note**: This template only serves as a general description of the governance rules that could apply to the relevant Network. The Members should consider, where applicable, whether it would be pertinent to define further provisions that would apply to the governance of the Network. This could include e.g. rules that apply to any changes in the Network's participants or in its contractual, technical or business framework. In addition, the Members should consider if a separate process should be defined for introducing new Datasets within the Network and for the approval of the Dataset Terms of Use.

Steering Group also decides on matters that may have a significant financial or risk impact on the Parties.

<u>Primary Functions</u>

The Steering Group is established to ensure the coordination of and any decision making related to the Data Network's business or to its legal, technical or ethical matters. The Steering Group is responsible for preparing any changes required to ensure that the Data Network continues to fulfil its purpose and meets the applicable requirements.

The Steering Group is authorised to make any changes to the Constitutive Agreement or any of its Appendices and to approve any new Members and terminate the participation of breaching Parties to the Data Network. The Steering Group is also authorised to validate new Datasets and/or Dataset Terms of Use.

<u>Composition, Meetings and Organisation</u>

The composition of the Steering Group is decided annually by the Annual Plenary Meeting. The Steering Group comprises of the chairmen of each working group + max 8 representatives of key participant organizations in the ecosystem (both public and private) (hereinafter referred to as the "Representatives")[Vanha: <u>Finnish Traffic organizations</u> (both public and private)].. The Steering Group will select a chairperson (hereinafter the "Chair") and a secretary (hereinafter the "Secretary"). The Secretary cannot simultaneously serve as a Representative. The Chair will lead the Steering Group meetings or appoint a Representative to lead the meeting in the Chair's stead.

Each Representative 1) should strive to be present or represented at all meetings; 2) may appoint a substitute or a proxy to attend and vote at any meeting; and 3) must participate in the meetings in the spirit of cooperation.

The Chair must convene an ordinary meeting of the Steering Group at least once every [three (3) months]. The Chair must convene an extraordinary meeting at any time upon the written request of the Chair or any Representative. Before scheduling an extraordinary meeting, the Chair or the Representative that has requested the extraordinary meeting must send an email summarising the issue at hand and whether it is time sensitive.

The meetings can be held or attended as video or teleconference calls when the Chair considers it necessary.

The Secretary coordinates matters related to the duties of the Steering Group. In particular, the Secretary is responsible for

- preparing Steering Group meetings, proposing agenda items, preparing the agenda of the Steering Group meetings, composing the minutes of the meetings and monitoring the implementation of the decisions made by the Steering Group;

- keeping the Constitutive Agreement and all of its Appendices updated and available;

- collecting, reviewing to verify consistency, and submitting any necessary documents[3] and specific requests made in relation to the Steering Group's duties;

- coordinating and administering the day-to-day matters of the Steering Group;

- promptly transmitting documents and notifications related to the Data Network to any Party concerned; and

- providing, upon request, the Parties with official copies or the originals of documents that are in the sole possession of the Secretary when such copies or originals are necessary for the Parties to present claims.

The Secretary is not entitled to act or make legally binding declarations on behalf of any of the Parties or the Data Network, unless explicitly stated otherwise in the Constitutive Agreement or duly authorised by all Parties. The Secretary must not seek to expand its role beyond the tasks specified in this Appendix.

Meeting Agenda

At each meeting, the topical issues affecting the Data Network will be reviewed using an agenda outline that is not limited to the following:

Introductory items such as:

- Introductions including any invited attendees

- Review agenda

- Minutes of the last meeting

- Review of any action points arising from previous meetings

Ongoing matters such as:

- Approval of changes to the Constitutive Agreement and its Appendices

- Approval of new Members to the Data Network

- Termination of the Constitutive Agreement [4]

- Validation of new Datasets and/or Dataset Terms of Use

- Operational and technical status of the Data Network

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[3] **Note**: At least where all Dataset Terms of Use are shared with all Members of the Data Network, it would be logical that the Secretary maintains an up-to-date library of the various applicable Dataset Terms of Use unless other some other centralised solution is established.

[4] **Note**: If the Constitutive Agreement allows new Members to join the Network.

- ■ Any change requests concerning the Data Network

- ■ Acceptance of change request deliverables and monitoring their timelines

- ■ Outstanding issues, open action points, conflicts

- ■ Consideration of other relevant items

- ■ Review and summary of actions from the meeting

- ■ Next meeting

- ■ Closing

Quorum and Decisions

A meeting constitutes a quorum when the Chair or his/her representative and at least 2/3 of the Representatives or their representatives are present. The Steering Group strives to work on the basis of achieving a consensus. The Steering Group will vote on decisions concerning the Network, if necessary.

In the event that the Group is not able to achieve a consensus, a proposal that is supported by at least a majority of 2/3 of the *Representatives present at the meeting* will be adopted as the Steering Group's decision.

Any amendments to the Constitutive Agreement, or to Appendix 2 – General Terms and Conditions or Appendix 4 Governance Model, as well as any changes to Appendix 1 – Description of the Data Network with material negative impact vis-à-vis any of the Members[5] must be agreed upon by a majority of 2/3 of *all Representatives*.

Invited Attendees

The Steering Group Representatives may invite necessary and appropriate persons to attend any Steering Group meeting, and such persons will be considered to have been 'in attendance'. The Chair is entitled to decide whether the attendance of the relevant invitee is necessary and appropriate. In the event that an invitee is not from a Network Member's organisation, such an invitee may be asked to sign a non-disclosure agreement, in case required by a Steering Group Representative.

Conflicts

Any dispute, controversy or claim arising out of or relating to the Data Network, or the breach, termination or validity of the Constitutive Agreement must first be escalated to the Steering Group. The Parties must strive to resolve any such conflict in good faith at the Steering Group.

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[5] **Note**: Please consider if certain decisions should require even a unanimous decision of all Members' Representatives instead of a qualified majority of all Representatives. The Members should also consider whether criteria for decisions that involve for example a certain financial impact or risk impact should be defined herein in further details.

PLENARY ("TYÖRYHMIEN YHTEINEN KOKOUS")

General

The plenary gathers together participants from all the working groups to share information and progress. Plenary is also the vehicle for raising topics that are relevant to several working groups or ones that are failing between responsibilities of the groups.

Primary Functions

The plenary is used for communicating progress and sharing information between working groups. Plenary can also be used to escalate open topics either for working groups or steering group.

Once per year, the plenary holds the Annual Plenary Meeting that selects the participants in the steering group.

Composition, Meetings and Organisation

All ecosystem members can participate in the plenary meetings. Plenary meetings will be executed approximately once per 2 months.

The Annual Plenary Meeting shall consist of one representative of each Member (hereinafter "Annual Plenary Meeting Representative"). Each Annual Plenary Meeting Representative has one (1) vote. The Secretary shall convene Annual Plenary Meeting by giving a prior thirty (30) days notice to the Members and record the decisions taken by the Annual Plenary Meeting. An Annual Plenary Meeting constitutes a quorum when at least 2/3 of the Annual Plenary Meeting Representatives or their representatives are present. The Annual Plenary Meeting strives to work on the basis of achieving a consensus. In the event that the Annual Plenary Meeting is not able to achieve a consensus, a proposal that is supported by at least a majority of 2/3 of the *Annual Plenary Meeting Representatives present at the meeting* will be adopted as the Annual Plenary Meeting's decision. The meetings can be held or attended as video or teleconference calls.

SUBGROUPS / WORKING GROUPS ("TYÖRYHMÄT")

The Steering Group may authorise a subGroup/working group and/or the chair of the relevant subGroup to explore a specific issue. The plenary meeting will appoint the chairs of the subGroups/working groups in addition to defining their rules of procedure.

SubGroup chair(s) will attend Steering Group meetings. The chair of the relevant subGroup is responsible for disclosing all pertinent information the chair has learned at Steering Group meetings they have attended to the members of their subGroup.

All subGroups strive to operate under a full consensus. Where a consensus cannot be reached among the members of the subGroup, the subGroup can use voting among the Group attendees to gain decisions. Each subGroup member shall have one (1) vote and decisions shall be made by 1/2 majority of the given votes. The chair will have the casting vote. .

Any member organization and/or person in the ecosystem can attend any working group sessions and participate in the work of any working group.

ECOSYSTEM MANAGEMENT OFFICE ("EKOSYSTEEMIN KOORDINAATIO")

Ecosystem Management Office is responsible of the practicalities related to the operations of the ecosystem sessions, including e.g. management of the schedules of the working group meetings, management of the document repository, newsletter and other communication internally to the ecosystem.

As of January 2022, this function is handled by Fintraffic. If needed, the responsibility of this function can be changed by the steering group.